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The Impact of Corrupt Practices on Apapa Port Access Gridlock, Nigeria

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Abstract:

The major routes leading to Apapa seaport, have become notorious traffic gridlock spots. This research study was aimed at critically examining the impact of corrupt practices on Apapa Seaport Access Gridlock and further proffer realistic and positive solutions to the pressing national issue. Primary data was gathered using a well-structured questionnaire, administered to 400 respondents who are mainly maritime stakeholders in Apapa seaport. Four hundred and forty copies of a well-structured questionnaires were distributed using the systematic system of sampling with an 85.0% response rate. Descriptive statistics were gotten using the Statistical Package for Social Sciences (SPSS) while the Spearman Rank Order Correlation was used in testing the hypotheses. Findings indicated that traffic controllers collecting money from truck drivers was seen as the dominant corrupt practice causing Apapa Seaport Access Gridlock. Hence, the study recommends that there should be an independent watch dog to monitor traffic controllers who collect bribe.

Keywords: Corruption, traffic gridlock, apapa seaport

1. Introduction

Road traffic gridlocks continue to remain a major problem in most cities around the world, especially in developing regions resulting in massive delays, increased fuel wastage and monetary losses. Due to the poorly planned road networks, corruption, a common outcome in many developing regions is the presence of small critical areas which are common hot-spots for congestion; poor traffic management around these hotspots potentially results in elongated traffic jams (Jain *et al.*, 2012).

In times past, all roads leading to the Apapa ports were not as busy as they have become today. This is despite the fact that articulated vehicles and trucks do come there to load goods. The situation became worse following the collapse of the country's refineries, which led to massive importation of petroleum products and building of tanker farms near the ports without provision for parking lots for tankers. Apapa being the biggest port in the country has since then witnessed a beehive of activities with loading and offloading of petroleum products taking the lead. (Bagana, 2016).

Recent developments been made by Nigerian Port Authority such as the introduction of the call-up system has been poorly implemented and mismanaged as trucks are poorly queued, lack of proper road infrastructure in areas of number of lanes available to access the port terminals which has brought a place for corruption to dwell in the process of the call-up system where the military, Lagos State Emergency Management Agency (LASEMA), Nigerian Police Force (NPF) are exploiting the drivers. On the other hand, the effect of this unending traffic congestion is multi-dimensional to the economic sustainability of logistic business on this corridor. Hence, the researcher seeks to examine the impact of corrupt practices on Apapa seaport access gridlock.

2. Literature Review

2.1. Contribution of Corrupt Practices on Traffic Gridlock

Traffic control at intersections has become an inter institutional issue with crowds of uniformed security officers from the Nigerian police, the Nigerian Navy, the Federal Road Safety Corps, the Lagos State Traffic Management Agency and the Civil Security Corps and Nigeria's Civil Protection Corps paths. However, road users have denounced this militarization of the city's commercial life and the concomitant corruption, extortion and corruption of professional security duties, a situation which has further influenced the bad image of Nigerian ports. Corruption and misconduct on

the part of law enforcement officers make them to compromise. Such officers collect bribes from motorists and allow them to ply the highways with overloaded and rickety vehicles among other traffic offences. This is why serials traffic offenders continue to violate traffic rules and regulation with impunity. For example, a soldier attacked at traffic control duties at one of the checkpoints testified in a Thanksgiving church that since its publication he has earned at least ₦50,000.00 per day in 'gifts'. The oil tankers also revealed that they had regularly 'fixed' the managers of the oil division of the National Union of Oil and Natural Gas Employees (NUPENG) ₦10,000.00 for each truck loaded during the gridlock.

Furthermore, there have also been social impacts. The stalemate has affected all communities crossed by bus lines, such as Malu Road, Ijora, Iddo, Orile-Iganmu, Costain Roundabout, Western Avenue, Fadeyi, Yaba, Mile 2, Oshodi-Apapa Expressway, Kirikiri and Ajegunle. The litter of waste paper, plastic containers and feces in the middle of the road was a sign that drivers ate, defecated, slept and bathed on the streets. As an emerging phenomenon, newspapers have shone a spotlight on their situation. Vanguard reported that some residents in the affected areas have moved due to the inconvenience since 'harassment of innocent Nigerians doing business is common, as the area is completely occupied by criminals and homeless people who smoke dangerous herbs and take all forms of alcohol without precaution and, in the meantime, they get dirty everywhere with bottles, plastic and packages of products'. A driver, AkintolaOlalekan, said it took five days in February 2018 to switch from AmuwoOdofoin TITC, Tin Can Island, two months later, in April, it took seven days straight from Mile 2 to Berger Yard, still far from the port of Apapa.

Other drivers complained of their money, telephones, batteries and vehicle parts stolen by criminals who roamed the night, as well as extortion by law enforcement officials. In addition, the president of the Medical Association of Nigeria, Professor Mike Ogirima, warned that 'spending long hours in traffic and in unhygienic environments can lead to health risks, such as hypoxia [by inhalation of carbon monoxide], hypertension, cancer and heat stroke, 'as well as the risks of sexually transmitted diseases through interactions with prostitutes. Property values also depreciated due to stagnation. While Kazuma Anatolia, a foreigner who has lived in Apapa for more than 30 years, complained that 'more than 12,000 jobs had been lost [and] more than 2,000 homes are empty because the owners have abandoned their properties', the deputy head of the majority in the Lagos State Assembly Chamber, Mr. OlumuyiwaJimoh, said that 'the value of real estate is falling in Apapa ... We brought it to the House floor and it has been discussed several times.' However, stagnation persisted in part due to strong trade dynamics Nigerian seafarer which continued to grow in the Apapa port system.

3. Methodology

3.1. Research Design

The survey research design was employed in this study. It involved personal interview and administration of questionnaire, which was useful in selecting the needed sample and also the sample size.

3.2. Population of the Study

This includes the maritime stake holders in Apapawhich was measured by the port city population documented to be 307,100 in 2006 (NPC 2006 Census projected). Concentration was on MDAs, stakeholders, truck drivers and the necessary port users.

The Table 1 below indicates the targeted population pulls

S/N	Stakeholders	Targeted Respondent	Total
1.	NPA Security	Lagos Port Complex (LPC):179 Tincan/Island Port Complex (TPC): 428	607
2.	NIMASA	1600	1600
3	Shippers Council	550	550
4	Others (i.e., traders, residents, schools, hospital etc.)	303,402	303,402
5.	Terminal Operators: ABT a&b: ENL c&d: GDNL e: AP Mollar: Maersk Line: EKO SSL: LADOL	1 1 1 1 1 1 1	7
6.	LASTMA Apapa Division:	LPC: 200 TPC: 250	450
7.	NPA Port Police : 3 Major Division Security Division Traffic Division Port Complex Division	80 80 80	240

S/N	Stakeholders	Targeted Respondent	Total
8.	Vehicle Drivers	20	251
	Roro	20	
	Truck;	20	
	6tyres:	20	
	10tyres:	20	
	12tyres:	20	
	16tyres:	20	
	Car:	20	
	Trailer:	30	
	Motorcycles:	10	
	Pedestrian:	51	
	Others:		
	Total		307,100

Table 1: Targeted Population Pull of Stakeholders in Apapa

Source: Field Survey, 2019/2020

Nb: The Population of both the Lastma and Port Police Were Estimated Due to an Estimation Figure Given by Their Consulted Personnel

3.3. Sample and Sampling Techniques

The simple random sampling method was adopted and the sample size of 400 was obtained using the Taro Yamane's formula. However, 40(i.e.10%) is added to accommodate non-response and this brings the sample size to 440.

3.4. Method of data collection and analysis

To examine the subject matter, the primary data sources were collected using a4-point Likert scale questionnaire while the hypothesis was tested using the Spearman Rank Order Correlation to ascertain the relationship between the variables.

4. Results and Discussion

Corrupt practices	Strongly Agree (4)	Agree (3)	Disagree (2)	Strongly Disagree (1)	Mean	Rank
Lack of synergy between law enforcement agencies system gives rise to port access gridlock.	193	87	69	25	3.20	4 th
Multiple government agency involvement led to port access gridlock.	127	184	48	15	3.13	5 th
All past presidential task force committee have failed to resolve port access gridlock.	187	162	15	10	3.41	2 nd
State task force committee contributes to corrupt practice.	140	196	38	0	3.27	3 rd
Traffic controllers collect money from truck drivers to shunt que	252	97	10	15	3.57	1 st
Grand mean					3.32	

Table 2: Responses of Respondents on Corrupt Practices on Apapa Port Access Gridlock

Source: Researcher's Field Work, 2020

Figure 1: Impact of Corrupt Practices on Port Access Gridlock in Apapa Port

Table 2 and fig. 1 revealed responses of respondents on the impact of poor traffic management on Apapa port access gridlock. It showed that traffic controllers collect money from truck drivers to shunt queue ranked 1st, while all past presidential task force committee have failed to resolve port access gridlock ranked 2nd as well as state task force committee contributes to corrupt practice on 3rd. Figure 2 below depicts Apapa port in four in one picture

Figure 2: Showing Apapa Port Gridlock Caused by Corrupt Practices of Traffic Controllers

4.1. Test of Hypothesis

- H_{01} : There is no significant relationship between corrupt practices and Apapa port access gridlock.

The above hypothesis was tested using the Spearman Rank Order Correlation.

The choice of this statistical tool comes as a result of its ability to determine the relationship between two or more variables based on their ranked values rather than their raw scores

4.1.1. Model Specification

$$\rho = 1 - \frac{6 \sum d_i^2}{n(n^2-1)}$$

Where d_i = difference in rank of x_1 (corrupt practices) and x_2 (Port access gridlock)

n = number of observations or samples.

4.1.2. Decision Rule

When the P-Value < α (0.05) at a given degree of freedom (df): Reject the Null Hypothesis (H_0)

When the P-Value > α (0.05) at a given degree of freedom (df): Accept the Null Hypothesis (H_0)

4.2. Presentation of Results

Correlations				
			Port Access Gridlock	Corrupt practices
Spearman's rho	Port Access Gridlock	Correlation Coefficient	1.000	.875**
		Sig. (2-tailed)	.	.000
		N	374	374
	Corrupt practices	Correlation Coefficient	.875**	1.000
		Sig. (2-tailed)	.000	.
		N	374	374

** . Correlation is significant at the 0.05 level (2-tailed)

Table 3: Presentation of Results

Figure 3: Relationship between Corrupt Practices and Port Access Gridlock

The correlation output table above and fig 3 showed the relationship between corrupt practices and Port Access Gridlock. It expounds that a significant relationship exists between corrupt practices and Port Access Gridlock with correlation coefficient value of 0.875 and p-value of 0.000. This implies that as corrupt practices increase, Port Access Gridlock will increase in Apapa Port. The coefficient of determination (R^2) explains that 76.6% of Port Access Gridlock is accountable by corrupt practices.

5. Discussion of Findings

Corruption and misconduct on the part of law enforcement officers make them to compromise. Such officers collect bribes from motorists and allow them to ply the highways with overloaded and rickety vehicles among other traffic offences. This is why serials traffic offenders continue to violate traffic rules and regulation with impunity. Findings from this objective showed that the major corrupt practices responsible for Apapa port access gridlock were; traffic controllers collecting money from truck drivers to shunt queue, presidential and state task force failure to resolve port access gridlock. This finding also coincides with that of Uroko (2020) who found out that the business community using Apapa and Tin Can in Lagos says corruption by security and government agencies has assumed a new proportion and is already sending wrong signals to investors.

6. Conclusion and Recommendations

It can be deduced from this paper that Apapa seaport is one of the most congested ports in Africa, which is attributed to poor road quality and corrupt practices exhibited by traffic officials and other security personnels. Hence, the study recommends that there should be an independent watch dog to monitor traffic controllers who collect bribe in Apapa seaport

7. References

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